

INTIMATION.
A. S. WATSON & CO., LIMITED
Established A.D. 1841.

WINES AND SPIRITS.

ALL these are selected by our London House bought direct at first hand, imported in wood as bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best goods at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be decanted, to be decanted at the Dispensary before being sent out.

SHERRY—Excellent Dinner and after Dinner Wines of very superior Vintage. All are true Sherry Wines.

CLARET—Our Claret including the lowest prices, are guaranteed to be the genuine product of the vine of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY—All our Whisky is of excellent quality and of greater age than most brands in the market. The Scotch Whisky marked "B" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY.
Hongkong, 10th January, 1938.

NOTICE TO CORRESPONDENTS.
On communications relating to the new ordinance, please send them to the Editor of the Press, with a view to their being published in the Press, and not to the Dispensary, as the Dispensary is not a public body, and its business is to supply the public with the best goods at moderate prices.

Telephone Address: Press. Telephone No. 12.

The Daily Press
HONGKONG, MAY 20TH, 1938.

At the meeting of the Legislative Council on Thursday the Taipingian question was once more brought on the table by a vote for the resumption of the arbitrators. The gentlemen appointed to conduct the arbitration discharged their duties with conspicuous success and, like every one else concerned, have made a very nice thing out of it, for \$4,000 remuneration to each of them for the amount of work performed cannot be considered a liberal. Good work, however, deserves good pay, and we are not disposed to quarrel with the vote. On the contrary, we would suggest that a little more money should be spent, by the appointment of another committee of experts, in order to determine what is to be done with the resumed area. If by spending four or five thousand dollars in this direction the colony could be saved a waste of a few hundred worth of property the investment would be a sound one. It will be remembered that when the resumption of Taipingian was proposed the owners of the property were highly delighted, for they knew that if they had the Government for a purchaser they would get all value for their holdings, and they have in fact received much better than the owners of place property outside the resumed area. It is a matter of indifference to them how their property was dealt with after resumption, whether it was burnt or otherwise; their only interest was to get rid of it and pocket the money. The proposal to turn it into a park, and with some opposition from disinterested parties, people who owned property in the district, but who objected to the public fun of it, which they thought it was to contribute, being wasted in smoke. The opposition succeeded in so far that the Resumption Bill was amended to the extent that forming was not made compulsory, the manner of disposing of the property being left open. But having been made inadvisable has been shown by the course of events, for Canton, where the houses visited by the plague have been resumpted without any reconstruction having taken place, the disease has not made its reappearance, whereas Macao, which escaped last year, is now suffering from a visitation almost if not quite as severe as that from which this colony suffered. This shows that it is not the soil or its bricks and mortar that the contagion lodge. Once the contagion is introduced, however, and if the insanitary surroundings supply the most favourable conditions for its propagation, and hence, this point being fully recognized, all parties are agreed as to the necessity of off to the sanitation. Where a house cannot be re-erected, and is to be destroyed, the public safety must be held to demand its destruction, but where a perfectly sanitary condition can be secured by the destruction of the structure of the property, it is a waste of money.

At a meeting of the Executive Council held on the 17th September last the Hon. C. P.

Cooper moved that the Commission be appointed to inquire into and report to the Government upon the question of what portion of the buildings situated on the land resumed under the provisions of the Taipingian Resumption Ordinance should be destroyed and what portion should not. The hon. gentleman urged that all that was necessary might be done without having recourse to such wholesale destruction as had been proposed. "If," he said, "the Commission decide that the original plan of destruction must be carried out, I am sure that many who think with me will have the satisfaction of knowing that the question has been fully considered, and that the decision of the Commission coincides with our own, a large sum of money will have been saved to our present hard pressed colony." The Hon. A. McCOWAN seconded the resolution, and said he had himself originally been of opinion that the whole area should be destroyed, but on examining the property very carefully the impression was forced upon him that there was a great deal of excellent property, excellent streets of concrete, well laid down channels, and excellent granite steps, and much other valuable property which it was not entirely necessary to destroy. The resolution was defeated by six votes to five, the unofficial members (with the exception of the Hon. Ho Kai) and the Harbour Master voting for it, and the official members (with the exception of the Harbour Master) and the Hon. Ho Kai against it. The principal reason for negating the resolution seems to have been that the Governor and those gentlemen who had committed themselves to the view that total destruction was necessary would be placed in an "awkward position" if total destruction was not carried out. With the lapse of time, however, this awkwardness may perhaps be less felt and possibly when the resolution, or a similar one, is brought forward again, as we hear it is likely to be, the Government may be more favourably disposed towards it, especially as the principle that some property may safely be spared has been conceded by the Director of Public Works, so that the question now resolves itself merely into one of amount.

The Hon. F. A. COOPER, in his report of the 22nd March last, recommends the total demolition of the whole of the buildings within the resumed area with the exception of the buildings on island lot 361 and twenty-eight houses erected on island lots 592 and 593. These he would spare. And if these, why not others? Mr. Cooper admits there are some blocks of houses which perhaps leave little to be desired except an increase in the width of the lanes at their back, but a retention of these is not, he says, prejudicially affected to a large extent, the improvement of the district as a whole, both from a sanitary and financial point of view. This is the point of difference. It has been suggested that many of the blocks could be saved, and that with comparatively slight alterations a sufficient width could be obtained for the lanes. For Mr. Cooper's individual opinion we have the highest respect, but we submit the matter is too large a one to be decided on one man's opinion only, and that a committee of experts should be appointed to report to the Government \$800,000. The number of houses resumed was 417, which at an average value of \$750 per house, gives \$312,750 as the total value of the buildings proposed to be destroyed, less what may be realised by the sale of the few houses that Mr. Cooper would allow to remain. It is proposed that 70,000 square feet should be utilised in the making of new streets, which at \$3 a foot would give a value of \$210,000, and the amount proposed to be spent on the reconstruction of streets, etc., is \$38,000. The total area resumed was 272,021 square feet, and the area available for rebuilding, according to Mr. Cooper's scheme, is 138,152 square feet, which might realise when sold \$378,000. Roughly speaking the loss to the colony on the transaction would be half a million dollars. It is believed that a modified scheme of reconstruction, which would comply with all sanitary requirements, this loss might be reduced to a quarter of a million, or even less. The amount involved is sufficiently large to justify a reference of the whole subject to a committee of experts, for the colony can hardly be content to be guided entirely by the opinion of one man in a matter of such magnitude.

The Bill for regulating the licensing of private vehicles was passed at Thursday's meeting of the Legislative Council, but it is hardly likely, we think, to receive the sanction of the Secretary of State in its present form. If a person wishes to keep a car, he has, according to this new measure, to apply for a licence, the grant of which is to be in the discretion of the officer appointed to issue the same. No one, however, will be entitled to keep a car unless he is a citizen of right, but only by favour of the Government official. A provision of this kind is opposed to British ideas of right and liberty. Carriage is a fair subject for taxation if additional revenue is required, but any one willing to pay the tax ought to be entitled to keep his carriage without further question. The same considerations apply to vehicles used for business purposes. A person having occasion to use a car or truck in connection with his trade ought not to be dependent on the goodwill and favour of a Government officer, even the Governor himself, for permission to do so. We hear that representations are to be made to the Secretary of State against the measure.

The M. M. Steamer *Strait* arrived at Saigon yesterday at 3 a.m.

The C. P. Steamer *Empress of India* arrived at Vancouver on Tuesday, the 21st inst.

The D. D. Steamer *Leinster* from Hamburg, left Saigon on the 23rd inst., and may be expected here on about the 29th inst.

The steamer *Glenloch*, from Melbourne, Antwerp, London, and Bristol, left Saigon on the 23rd inst., and may be expected here on about the 29th inst.

The Spanish Consul has been seen with a copy of the following telegram received by him from the Spanish Government, dated 8th p.m. on the 23rd inst.—There is a direct communication to the N.E. of Luzon. It appears to be moving in the direction of S.E.A.

The Japanese Minister for Peking, Mr. Ishihara, has been appointed Japanese Minister to Peking.

HONGKONG LEGISLATIVE COUNCIL.
A meeting of the Legislative Council was held on Thursday, 11th inst. The Hon. J. H. STEWART, Colonial Secretary, presided.

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THE AUSTRALIAN MAIL.

The E. & A. steamer *Cathlamet* left Darwin on the 13th inst. for Port Timor, and is due here on or about 25th inst.

THE FRENCH MAIL.

The M. M. steamer *Asses* left Siam, with French mail on the 25th inst. and will be expected here on or about Sunday, the 27th inst. This steamer brings replies to letters postpaid from Hongkong on the 24th March.

THE INDIAN MAIL.

The steamer *Chelivra*, from Calcutta Straits, left Singapore for this port on 21st inst. and will be expected here on or about 25th inst.

THE AMERICAN MAIL.

The P. M. steamer City of Rio de Jan with the American mail, left San Francisco on the 25th inst. and will be expected here via Yokohama and Nagasaki on 4th inst.

THE CANADIAN MAIL.

The C. P. steamer *Empress of China* Vancouver for Hongkong on the 13th inst.

IMPORTANT STEAMERS.

The China Mutual steamer *Kaiova*, to Glasgow and Liverpool, left Singapore for port on the morning of the 19th inst. and is expected here on or about the 25th inst.

The W. G. L. steamer *Diagala* left Singapore for this port on the 20th inst. and will be expected here on or about the 27th inst.

The D. D. R. steamer *Laurey* from Hamburg, left Singapore for this port on the 20th inst. and will be expected here on or about 29th inst.

The steamer *Glenesk* from Middleburg Antwerp, London and Straits, left Singapore for this port on the afternoon of the 22nd inst.

The P. O. steamer *Essex* left Hongkong for this port on the afternoon of the 14th inst.

The China Mutual steamer *Kaiova*, for Glasgow and Liverpool, p. 25th inst. on the morning of the 19th inst. and will be expected here on or about the 25th inst.

POST-OFFICE NOTICES.

PEAK DELIVERY closes at Post Office 11.30 A.M. and 3 P.M. on Letter Office in Cars by 12 and 3.30 o'clock Trains. Letters at Peak will be cleared at 12.30 and 4 P.M.

The authorized List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is referred to a much later issue of this paper, and is correct.

A MAIL WILL CLOSE.

For Kobo and Yokohama.—Per *Decima*, day, the 25th inst., at 9.30 A.M.

For Shanghai, Hong Kong, Lyons, and London.—Per *Essex*, Monday, to-day, 25th inst., at 8.30 P.M.

For Yokohama.—Per *Tokio*, to-day, 25th inst., at 3.30 P.M.

For Hongkong, Canton, and Sourabaya.—Per *Glenesk*, on Tuesday, the 29th inst., at 3 P.M.

MAILS BY THE GERMAN PACKET.

The German Contract Packet *Kornel*, will be despatched on MONDAY, the 27th inst. with Mails for the United Kingdom, Europe and countries beyond, via Brindisi; to the Straits Settlements, Batavia, Borneo, Ceylon, India, Aden, Egypt, Malta, &c., &c.

Registry closes at 1.00 P.M.

The mail closes at 2.00 P.M.

Letters left 2.30 P.M. with 10 cents extra postage.

HOURS OF CLOSING THE ENGLISH AND FRENCH MAILS.

When the Packets leave at Noon.

The following hours will be observed in closing the mails for Europe, &c., by the English and French Packets, when they depart at Noon. The Money Order Office will be closed at 5 P.M. the day before.

8.00 A.M.—Posting of Prices Current and Circulars.

(Prices Current and Circulars may, however, be posted up to 10 o'clock if they are tied in during the night, and sent to addresses all over the world.)

10.00 A.M.—Registry closes.

10.30 A.M.—Posting of newspapers, books, a pattern closes.

11.00 A.M.—Mail closes.

LATE LETTERS may be posted (from 11 A.M. with 10 cents late fee up to 11.30 A.M.) after which hour they may be sent on board with the same late fee.

MAILS BY THE UNITED STATES PACKET.

The United States Packet *Capt. May*, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., will be despatched as follows:—

11.00 A.M.—Registry closes.

11.30 A.M.—Post Office closes, but correspondence may be posted on board the Packet with late fee of 10 cents extra postage until the time of departure.

FOR SALE.

JAPAN HAND MADE PAPERS.

JAPAN PRINTING PAPERS.

JAPAN COPYING PAPERS.

JAPAN WALL PAPERS.

W. & A. & Co.,

PRICES VERY MODERATE.

Orders to be respectfully received by the Undersigned.

MITCHELL RUSSAN KAISHA & Co.,

4 QUEEN'S ROAD CENTRAL, HONGKONG, 1st January, 1894.

FOR SALE.

A NEW POWERFUL MINING MACHINE.

Complete Plant of BOMB and MINERAL WATER MACHINERY capable of producing 250 dozen per day, by HERMAN LACHAPPELLE of Paris.

800 H.P. Power.

Three Steam, Mason & Co. London BRIGADE MINERAL PINE ENGINES for 20 H.P. complete and in good working order, supposed to pump 1000 gallons per minute. SUGAR MILLS various Sizes. Two 42" centrifugal Sugar Grind Machines with 1 Double Driving Engine, 1 Portable Bore and Fly-WHEEL with enlarged fire tank for burning WOOD or Coal, Horizontal and Vertical DRIVING ENGINES, and ROLLERS various sizes up to 40 H.P. N. LAMB'S ENGINE and ROLLERS, Bruks, Loons Bed, and Screw Cutting LATHES, various sizes. Planing, Shaping, Slotting Radial Drilling, Drilling, Punching, and Shearing, and Plate Bending MACHINES, various sizes. STEAM HAMMERS, Steam Cutting MACHINES, ASTLEY EMERY TOOL GRINDERS, STEAM WINDLASSES and CAPTAINS, Steam Steering GEAR, STEAM WINCHES, Steam PUMPS, Steam Drills, and various other MACHINES, FORGE PUMPS, OVERHEAD TRAVELLERS, CRAB WINCHES, Weston Patent BLOCKS and CHAINS, HYDRAULIC JACKS and FLY WHEELS, Fresh Water CONDENSERS, Steam Engines, and MILL, and the complete plant of Powerful LUMBER MACHINERY that formerly belonged to the Hongkong Steam Laundry Co. A FIVE BARREL PORTLAND CEMENT MACHINE, 100 GUN, 450 Calibre, with Stand, Shield, Hoppers, and Fittings all complete and in perfect order. The Frame and Breach are handsomely Nickel-plated.

For particulars apply to the Manager of the Vauxhall Machinery Godowns, No. 3, Cross Lane, near No. 2 Police Station. Any Machines not on hand can be ordered at once from England and will be delivered in 14 days.

Hongkong, 23th December, 1894. 11944

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the Owners will be RESPONSIBLE, for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong, Macao, or Canton.

GENERAL, Mr. Chiu, Colcord—Master.

GOVERNMENT, Brit. str., Thomson—Gibb, Livingston & Co.

AMERICAN, Ge. str., Henshaw—Stenson & Co.

QUEEN MARGARET, Brit. str., Foulmer—Orist.

